



BULLETIN BOARD

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ABOVE: Glen Morgan (behind), a member of Mike Chandler's regular crew, assists one of the Ops Session participants at the recent RMMBC event. Mike graciously opened his Western Midland Railroad for several sessions during the weekend. With car cards in hand, our participant, under the watchful eye of Glen, is placing cars on the sawmill spur while carefully backing past another freight car. Mike's layout scenery continues to improve with the addition of the background rock bluff, water tower, section house and sawmill with millpond. All completed in the past year - fantastic work.

Photo by J. Stevenson

This is our first issue since the Railway Modellers' Meet of BC (RMMBC) of May 4-6, 2018 held once again at the Simon Fraser University campus. Most recipients of the Bulletin Board are also on the email blast distribution list for the RMMBC event. The most recent communiqué from the organizing committee summed up the event, indicating that 130 attendees had enjoyed a memorable weekend and provided web links to photos of much of the weekend activities.

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Editorial Comments

Your editor has been away on a Western Canada road trip to Winnipeg and back. My spouse and I and our aging dog Buster camped our way across the southernmost parts of Alberta, Saskatchewan and Manitoba, overnighing in both provincial and national parks - and sleeping in the tent again, to boot. Our eastbound leg followed much of the southern route of the Red Coat Trail, which was the westward route taken in 1873 by the newly formed North-West Mounted Police (NWMP) in their quest to bring order to the frontier, especially to the Fort Whoop-Up area near Cypress Hills where a recent massacre of innocent Assiniboines had occurred. Our travel permitted us to stop where and when we wanted and we immersed ourselves in much of the history and geography of this vast land. The constant prairie wind delighted the dog, especially in Grasslands Nat'l Park, and the sight of jack rabbits in Alberta totally overwhelmed him. After weeks on the road we assumed a semi-nomadic kind of existence, losing ourselves in fresh discoveries each day. We read prairie authors, met other travellers and locals alike, visited historic sites and saw many great (both large and local) museums.

And there was a little trainspotting too. Recalling a past trip on *The Canadian* in the fall of 2015, I remembered how often our passenger train had been stuffed in a siding for the passage of priority freights, especially on the Prairies, and enough times to bring us into Toronto seven hours late which I understand now is pretty good compared with other travellers' experiences. We saw many varieties of freight (both CP and CN) including grain, fertilizer and potash, petroleum-based (energy and ethanol) consists and some very long intermodal double-stacks.

As luck would have it, we were eight stories high in the Tower of Hope of Canada's fifth national museum - the Museum of Human Rights in Winnipeg situated at the junction where the Assiniboine joins the Red River on its way north to Lake Winnipeg - as a freight departed the station. Immediately below and passing through The Peg's Union Station was a long CN double-stack crawling eastbound. I watched in fascination as it stretched from before The Forks, through the station, past the baseball diamond at Shaw Park, and into the neighbourhood of North St. Boniface; at least 3.25 km (almost 11,000 feet) and headed to either the Transcona Yards or Symington Yards. Seen in entirety - a very impressive sight!

The views and opinions stated in *Editorial Comments* are not intended to reflect those of the NMRA or regions or divisions thereof. As the editor of the BULLETIN BOARD I welcome your comments and opinions regarding the comments made above or any other statements made in this publication. Send your comments to John Stevenson, Editor (jstevenson@telus.com).

Regional News

Vancouver Train Expo (VTEX) Update

By Tom Lundgren, VTEX Leader

Registration forms were finalized in early May and sent to those who participated last year. Recently reminders were sent to those whom we have not heard from. The forms are posted on the website. A poster has been prepared, printed and a few distributed.



Advance invitations to major exhibitors (the large layouts) generated an enthusiastic response, and while not all have formally registered, I suspect we will be challenged to fit everyone in. Hobbyist and Non-Commercial registrations to date suggest that we have a full house in that category. To date approximately 80 percent of the tables in the planned 50-table Marketplace have been spoken for. There is still Premium table space available. The Organizing Committee will be meeting mid-August to review the responses and make space allocation decisions based on the requests received. Anyone wishing to exhibit or sell items would be well advised to get their registration requests in soon.

The administrative aspects of the event are well in hand. In order to achieve financial viability public admission fees will be raised to: Adults \$12, Youth (6-15) \$6, under 6 free, Seniors (60+) and NMRA members \$10, Families \$30. Vendor table pricing remains the same as last year. Revenue from public admissions at between 5,000 and 6,000, premium booths and 50 Marketplace tables, along with some cost cutting, is anticipated to yield a small surplus. The Committee believes this is a realistic projection as attendance last year was just under 6,000. The initial cash flow to pay the bills before the show opens has been greatly assisted by a generous loan from the PNR 7th Division.

As mentioned in the May/June issue of the 7DPNR Bulletin Board we are initiating a challenge to modellers to enter a contest to build and display models, either a diorama or as a module in one of the layouts, which depicts a local railway-themed scene. The objective is to provide displays of modelling that the public can relate to. Please refer to the May/June issue for contest details. Visit the website www.vancouvertrainexpo.ca (click on the 'Contest' button in the center near the top of the Home page) or contact Phil Breden at creative@vancouvertrainexpo.ca. Unfortunately we have not received any response to this initiative so far. Please let Phil know your intentions by August 10 so we can plan the display area.

The Organizing Committee's priorities are: preparing a draft floor plan based on the requests received (please get your registration requests in before August 10); preparing the advertising campaign; and finding volunteers to assist on setup and event days.

Best wishes for the summer.

PNR Regional Convention: Stumptown 2018

By John Green

It was about 4:45 am on Wednesday morning May 30, when my good wife Sharon woke me – “The taxi will be here at 5:30, dear”... a few seconds later my miss-set alarm went off. Up and about after packing last minute items, a bite to eat and off in the taxi for Pacific Central Station to clear US Immigration and Customs for a 6:35 am departure of the Amtrak Cascades enroute to attend this year's PNR Regional Convention Stumptown 2018 in Portland, OR. This convention began Wednesday May 30 and closed with the convention banquet late in the evening of Saturday June 2.

I enjoyed the train trip south on the Amtrak Cascades Talgo train set which left Pacific Central station on time. While we arrived on time into Seattle, we were 40 minutes late leaving Olympia, and in spite of some 75 mph

running south, the train was still 40 minutes late into Vancouver, WA where Greg Madsen met me to provide a lift from the station, only a few minutes away from the Convention Hotel; the Red Lion at Jansen Beach, right beside the Columbia River.

The convention organizers, under the leadership of David Holden, had arranged an extensive and interesting program which included: Wednesday afternoon and Thursday morning registration, a Wednesday evening 'Show and Tell' event which featured a series of 10-minute presentations by anybody who wanted to share a favourite railroad related topic, and 40 top notch clinics presented by 22 presenters. A list of clinics with short narratives can be viewed online at: <http://www.stumptown2018.org/pnr2018.html#items:sc>

On Thursday evening there was an open multi-session where delegates could go from one 10-minute repeating presentation to another. The topics presented included:

- Making fir trees
- Bottle brush trees
- Building wood structure kits
- From garden to layout – don't throw that out
- Replacing the plastic glass windows with the real thing
- Kadee coupler tune-up
- Making your own decals

A special extra fare clinic 'Model Railroading with Arduinos' was fully subscribed with 39 participants on Saturday morning. This multi-hour clinic was lead by Dr. Geoff Bunza, assisted by five instructors. This clinic was very popular and by all accounts went very well.

There were two sets of self-guided afternoon layout tours featuring 20 layouts, including some garden railways. Special thanks to Larry and Lori Sebelley who shared a ride as we visited three layouts on Saturday afternoon. See highlight pics below.



ABOVE: Rockwood Industrial Area on the Columbia River N scale layout - built to NTRAK standards.



ABOVE: The interior of a portion of the roundhouse on MMR Jim Reardon's On3 Denver and Rio Grande / Rio Grande Southern 13' x 31' layout.

Photos by John Green

There was an extra fare prototype tour of the [Oregon Rail Heritage Center](#) which features mainline steam and diesel locos, though I did not attend this interesting and entertaining tour.

The Saturday evening banquet speaker was Doyle McCormack, who spoke about the restoration of his full size Alco AP diesel locomotive. Doyle was also responsible for the restoration of SP Daylight 4449 for service on the American Freedom Train in 1976 and is currently director of the Oregon Rail Heritage Center where three steam locomotives are maintained. Three organizational meetings were held, including a Wednesday meet of the PNR Board of Directors, the PNR annual members meeting, and a 2DPNR annual meeting.

The excellent 32-page convention booklet was compiled by Paul Hobbs who resides Down Under in New Zealand. The convention booklet included interesting items of local and PNR trivia. Did you know that Pacific Northwest Region, NMRA 13th Region was organized in 1950 with G.R. Hearn as its first president.

Author's Note: Mr George Hearn was a resident of Victoria BC and his collection of scratchbuilt O scale CPR prototype steam locomotives is often on display at the Royal Victoria Museum.

There was a contest room with some very interesting dioramas, models, photographs and crafts. Achievement program evaluation was available. There was a nominal non-rail program and general interest program – unfortunately both planned tours were not operated due to a lack of registrations. There were no model railroad operations on the program; however next year is the second biannual WOOPS (Western Oregon Operations) event. (This is the Portland equivalent to VanRail – the Vancouver area operations event).

Overall I had a very good time. I was surprised that this model railroad community was able to muster volunteers and energy to spend three years arranging this regional convention only three years after the very successful Portland Daylight Express - NMRA National convention in 2015. David Holden and his dedicated committee are to be commended for their efforts in arranging and running this very successful regional convention. Approximately 150 were registered for this event. There were about seven people in attendance from the 7DPNR and an equal number from the 6DPNR.

Next year's PNR Regional Convention entitled KOOTENAY EXPRESS is being organized by members of the 6DPNR (Alberta and Saskatchewan) and is being held in Cranbrook BC on May 29 to June 2 2019.

Due to landslides which closed the BNSF/SP trackage near Olympia Washington, my planned Sunday Amtrak trip home was cancelled. A shout out with special thanks to Greg and Suzy Madsen for a most enjoyable ride home.

2018 Victoria Model Railway Show Report

By Ted Alexis

Our 28th Annual Railway Show was held on May 27 at West Shore Parks and Rec Centre in Colwood. Show attendees of nearly a 1,000 people enjoyed all of the amenities of the Rec Centre including displays, parking, food services and ample room to view the eight model railroading layouts.

Some of the large attractions were the Victoria Model Railway HO Club where trains seem to travel many miles on scenic modules. Another popular display was the Lionel Train Club with bells and whistles and a small, hands-on layout for children to operate. We had the Victoria Lego Group with a very spectacular and well engineered running display for the smaller children. The E&N Division had their many railway artifacts and a working speeder on display, and many people came away with a better sense of the history of British Columbia

Railways. The Garden Railway Group had a running floor display where children and adults enjoyed the larger locomotives and freight cars. Tom Carr and the Great Northern Railway Historical Association had a display to promote their group and an upcoming convention in Bellingham WA in September 2018. One new micro display this year built by Bill Dixon was an operational TT scale layout in a guitar case.



ABOVE LEFT: The Canadian Toy Train group Kids Only hands-on layout.

ABOVE RIGHT: The British Railway Modellers showcased their Victor Bricknell Road Display for the first time.

LEFT: Bill Dixon, looking pretty chuffed, is clearly delighted to show off the possibilities of his well-regarded micro layout. Similar conceptual ideas were presented at the recent RMMBC in a clinic by Brian Rudco.

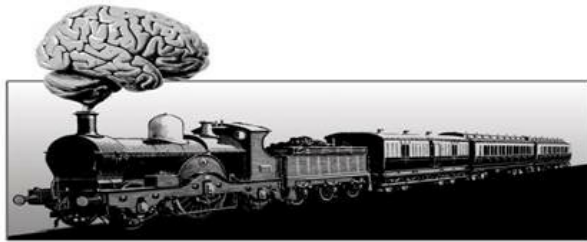
Photos by John Green



annual cash donation to the 7DPNR for their ongoing support. Our special thanks to BC Shavers and Hobbies as a major supporter. Profits from the show went to 11 groups in our area.

In closing, I would like to recognize Mark Giles, Fred Madill, David Tomljenvich, Ray Konrath and Bob Marshall for their help with set-up and reception. And finally, a tip of the hat to the tireless efforts of Dick Sutcliffe and friends who manned the NMRA booth. We are looking forward to seeing you next year in May 2019.

We Want You!



WHY? We are interested in learning more about individuals (both children and adults) with train hobbies.

Dr. Iarocci's research lab investigates how spending a large amount of time with a particular class of object, like trains, may change how the brain processes that object.

HOW? We ask participants to complete questionnaires about their train interest and computer tasks that involve searching for, and matching, different objects.

WHERE? Our research takes place at Simon Fraser University, Burnaby Mountain. We also have remote options for larger groups (we can come to your train club!).

COMPENSATION? We compensate at a rate of \$10/ hour. Typically the research takes approximately 3 hours.

Please contact us at addl@sfu.ca or 778-782-6746 for more details, or to sign up to participate.



Editor's Note: At our recent RMMBC event on the SFU campus in early May, some of you may have noticed or chatted with someone from Dr. Grace Iarocci's research lab at Simon Fraser University in the Department of Psychology. The RMMBC organizing committee were amenable to the researchers attempting to recruit participants for an investigation by advertising in our bimonthly newsletter, the Bulletin Board. From the ADDL Current Studies web page is the following:

SFU Study on Special Interests

What do we want to know? Many children and adults are fascinated by particular classes of objects. The goal of this study is to understand how special interests develop in children, youth and adults. We are examining how a special interest in trains and/or elevators from a young age influences learning about trains and/or elevators vs. learning about social stimuli. For example, do individuals who are experts in trains and/or elevators recognize and process these objects as easily as they recognize faces (a class of objects known to be prioritized by our attention system)?

Who are we looking for? Children, youth, and adults of all ages who have a special interest, or are experts in either trains or elevators (or both).

Consistent with policy, advertising in the Bulletin Board does not constitute an endorsement by the NMRA. On behalf of the 7DPNR executive, please give consideration to assisting the researchers if it fits your schedule. All contact information is provided in the ad.

Superintendent's Report

By John Martin

I hope you're having a great summer and managing to stay cool. Maybe more time in the train room, out of the sun, is exactly what you need to stay healthy!

Thank You

My sincere thanks to everyone who made the effort to respond to my very informal email survey ('Urgent Question' from the Superintendent – 20 April 2018). I'm going to try to reply to each of you individually, because your comments were valuable, informative and useful and because you took the time to write to me. I really appreciate the information. The goal was to find out what you want from the 7th Division, from our annual Modellers' Meet, and from your membership in the NMRA. I'll pass along the results in the next Bulletin Board.

New 7DPNR Bylaws

Ken Rutherford and Steve Stark have spent considerable time preparing our new Constitution and Bylaws, as required by the Province of BC. We owe them both a huge vote of thanks for their work on our behalf. A sadly underwhelming 12% of our members voted to approve the new documents – 41 said ‘yes’ and zero said ‘no’. Only 34 voted electronically by email; seven people cared enough to vote by Canada Post. Frankly, more of you should have participated. It’s your organization folks. Please get involved and find a way to contribute. It doesn’t run all by itself!

Annual General Meeting

The 7th Division AGM will be held in Vancouver at 7:30 PM on Saturday, Nov 10, 2018 in The Atrium Inn, (2889 East Hastings St.) during the VTEX 2018 train show (at the PNE Forum). All NMRA members are invited – that’s you!

Nominations

Volunteers/Nominees for Secretary, Treasurer, and Director-at-Large were requested in April and again in June. Not one single name has been offered. Jim Guillaume, Larry Sebelley, and Ken Rutherford have offered to serve another 2-year term, so things will undoubtedly continue to run smoothly, thanks to their efforts. Sure wish a few of you who have never been involved would give me a call and offer to help out.

PNR Convention 2019

John Green has written an excellent piece about the late May PNR Convention in Portland OR. Maybe you should think about attending next year’s event?

Kootenay Express 2019 will be hosted by the 6th Division (Alberta, Saskatchewan and the NWT) and to make travel easier for everyone, especially our friends to the south, they’ve chosen to stage the convention in Cranbrook BC. Visit our website at 7divpnr.ca for details. Hope to see you there – May 28 to June 2, 2019.

A footnote: For those unfamiliar with NMRA policy, you should know that (unlike many organizations) your representatives travel and attend these events entirely at their own expense. Nobody is enjoying a paid holiday using your annual fees. Our funds are intended to benefit the entire membership and not a select few.

Revelstoke Railway Museum (News for Modellers and Historians)

By Doug Mayer; Revelstoke, Shuswap and Thompson Area Representative

The Revelstoke Railway Museum has a series of pretty good photos of CP’s Copper Mountain Subdivision. To the best of my knowledge there are 22 images showing mine and concentrator buildings as well as trestles and bridges on the line. I have no idea if anyone needs this information, but with all the KVR modellers we have in the 7DPNR, someone will probably want them. If you’re interested, contact me (doug.mayer@telus.net) and I’ll make a list of what the images show and find out what the museum would charge for copies.

7DPNR Annual Awards Presentation during the RMMBC Luncheon



ABOVE: A very deserving Rene Gourley accepts the Ross Heriot Golden Spike Award from John Green.

The once-in-a-lifetime award is presented annually to the individual or individuals in the 7DPNR who have made a significant contribution to the Division. It is in appreciation of his/her unselfish devotion of time and effort to further the aims of the NMRA, the PNR and the hobby of model railroading through assistance and service for the benefit of all model railroaders within the Division.



ABOVE: A delighted Jim Little accepts the Jack Work Memorial Trophy from RMMBC Chair Rene Gourley.

The trophy is presented annually to the 7DPNR member who best exhibits the qualities that Jack Work displayed, namely: imagination, creativity, innovation, artistry, forward thinking, quality workmanship and the sharing of the results of these qualities with the rest of the hobby. Candidates for this once-in-a-lifetime award are nominated by their peers. The award is based on modelling accomplishments and the sharing of appropriate model-building techniques and methods.

Jim completed all necessary requirements to be recognized as Master Model Railroader (MMR) No. 611 this year. At least seven of eleven Achievement Certificates in four separate categories must be completed. To date, Jim has only two unfinished AP certificates: Civil and Electrical.

Photos by J. Stevenson

***Editors's Note:** On behalf of the Bulletin Board readership, congratulations to the recipients, especially to Jim for the extraordinary accomplishment of achieving MMR - joining six others in the 7DPNR - and also a tip of the hat to Mark Dance who was formally presented with his certificate for the 2016 Jack Work award.*

Contacts

Editor's Note: Due to space limitations, we continue to publish our short list. If you need to refer to the complete list that includes additional appointed positions as well as all area representatives, see it at the 7DPNR.org website which is always current. If you can't access that web link, call a member friend for assistance!

The **BULLETIN BOARD** is the official publication of the 7th Division of the Pacific Northwest Region, National Model Railroad Association, Canada. It is distributed to all members in good standing. The Bulletin Board is published bimonthly (except for the early fall edition) in both digital and print versions but we strongly encourage migration to the eVersion. Please advise the Secretary of any change requests.

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Deadlines for material input will be two weeks prior to publication but this is somewhat flexible according to circumstances.

Contributions of Letters, Articles, Event News, Plans, Photographs and Art are encouraged and welcomed and should be sent to the BULLETIN BOARD Editor.

ADVERTISING in the BULLETIN BOARD is accepted at the following per issue rates: Full Page = \$48.00, Half Page = \$24.00, Quarter Page = \$12.00, Business Card = \$6.00. Artwork should be supplied in the appropriate size. There may be an additional charge to complete artwork that is not camera ready. Please email your artwork to the Editor and remittance can be discussed and finalized with the Treasurer, payable to the '7th Division PNR/NMRA.

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Editor's Note: Postal costs limit most mail-out print editions to 10 pp. though we push that to 12 pp. or more for a special edition. Those receiving the print-only edition will have the BB end with this Contacts page, whereas the eVersion (available online at the 7DPNR website) 'may occasionally' have extended content - extra pages with more pictures and links to additional reading or resources. **If you received the BB as a download via the website, you've got the full content.**

More from the RMMBC

Self-Guided Layout Tour

John Green coordinated the layout tour and provided maps to the host addresses through email to registered participants. Here are a few highlights to supplement content already posted to the RMMBC website. All photos in the extended addition of the Bulletin Board by J. Stevenson.



ABOVE: Mark Johnson brings the passenger train into Romeo eastbound on Anthony Craig's CPR Kettle Valley Division. Mark is the area representative for the 6DPNR Edmonton-based modellers and webmaster for the Division. Though we were on a layout tour, he was pleasantly surprised when the Superintendent offered the throttle for a little hands-on during one of the quieter moments.

LEFT: CPR P1N 2-8-2 5224 pulling the passenger train above crosses the wooden trestle past Romeo.



ABOVE: Two mini scenes on a section of the very shallow deck of the most recent extension of Anthony Craig's CPR Kettle Valley Division bring life to the countryside and create traffic for the railway.



ABOVE: Marc Simpson opened his doors for the RMMBC layout tour once again. I first toured Marc's Hudson Bay Railway layout in 2013 on one of John Green's well-organized bus tours back in the days when we departed from the Cameron Recreation Centre in Burnaby. Those were memorable days. Marc had started the first deck of his open-grid benchwork in January that year and finalized much of it for the tour in November; trains were even running short distances. Planning for the helix and second level are underway.

Display Room and Meet the Modeller



ABOVE: Max Magliaro with his magnificent scratchbuilt SP&S 0-6-0 locomotive switcher in N scale which we have discussed in previous issues of the BB. Max summarized the construction process with key highlights in an excellent clinic and was on hand for a Q+A in the Display Room above.

BELOW LEFT: Brian Rudco's very authentic-looking mini scene of a Rock Island switcher.

BELOW RIGHT: Mark Dance's N scale CPR Nelson Station accompanied a fascinating clinic promoting laser-cutting over other building methods as well as his design/build experiences and recommendations. See clinic notes on the RMMBC site.





ABOVE: Al Lill brought freight cars from Stafford Swain's HO scale CNR Whiteshell Subdivision as a tribute to his friend who passed in 2018. On hand were a mix of brass and primarily resin cars that represented a cross-section of freight traffic on the CN Subdivision c1955.

Also on display was a recent issue of CN Lines V.19 N.1 open to pages with remembrances of Stafford from fellow modellers.

Stafford's many (65+) articles in the model press focusing on freight cars influenced my modelling interests, particularly his contributions to the multi-part series in Mainline Modeler on the 36 ft Dominion cars owned by both the CPR and CNR.

RMMBC Clinic Highlights

There is significant photographic coverage of the clinics on the RMMBC website. In addition, for registered participants only, you'll also find clinic handouts and presentation material for reference and download.



ABOVE: Ken Catlin's HO scale ore-loading ramp c1960. Ken supplied prototype photos of the ramp in Salmo BC along with drawings from Mainline Modeler by Patrick Lawson. Coincidentally, Brian Stokes from Edmonton also brought his in-progress model of the same prototype.

BELOW LEFT: Don Weixl discusses his 25 year experience with his Nitro Pass and Okanagan layout including an emphasis on the plaster casting technique for the many concrete structures replicated on the layout.

BELOW RIGHT: Marc Simpson's thoroughly researched presentation on modelling CN's rebuild program for the F7A and F7B fleet was supported with prototype photos, reference articles from the modelling press and suggestions for the many details including the nose, pilot, MU cables, roof, handrails and the back end.



Guest Speaker and After-Lunch Talk



ABOVE: Bernard Kempinski entertained us with his talk on 'High Tech Approaches Applied to a 19thC Railroad'. Prolific in the modelling press and passionate about the American Civil War, the construction of his layout has enabled him to explore the use of laser cutters, 3D printing, photo etching, spin casting and the use of batteries to power the motive power.

He has modelled in many scales but his tribute to the creation of the US Military RR of the Civil War is in O scale. If you're interested in this fascinating part of history which historians generally agree was a crucial step towards the Union victory, track down the 2012 edition of *Model Railroad Planning* and check out pp. 38-45.

ALL ABOARD

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